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Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

**Programming and Allocations Committee  
March 7, 2007  
Minutes**

The meeting was called to order at 10:35 a.m. Committee members in attendance were Chair Commissioner Haggerty, Commissioners Ammiano, Bates, Blanchard, Chu, Dodd, Giacomini, Halsted, Lempert, Rubin, Sartipi, and Worth.

**Consent Calendar**

The committee voted unanimously to approve the minutes of February 14, 2007 meeting as submitted.

The committee voted unanimously to refer the following resolution to the full Commission for adoption.

- **Revisions to the Regional Measure 2 (RM2) Policy and Procedures. MTC Resolution No. 3636, Revised.**

**State**

The following item was presented to the Committee as an information item only.

- **Draft Funding Proposal for Proposition 1B Regional Transit Funding.**

Anne Richman, MTC, provided an overview of MTC's staff proposal for Proposition 1B Regional Transit Funding. The overall policy framework for the proposal contains three components: Base Policy, Proposition 42 program, and Proposition 1B for the proposal program. Over the next decade, there is roughly \$419 million beyond current commitments that is the subject of the transit proposal.

James Corless, MTC, outlined the four primary policy principles associated with the staff proposal: 1) expand the commitment to the Lifeline program, 2) invest in urban core transit improvements and capacity enhancements, 3) provide funding to sustain ridership growth and demands on smaller transit systems, and 4) continue progress in terms of clean buses in the zero emission bus program.

Ms. Richman reported on Proposition 1B's four financial principles: 1) a balanced investment between revenue-based and population-based funds, 2) leveraging both fund sources for capital expansion projects, 3) provide reserve for unforeseen revenue swings, and 4) consolidate administration of the regional STA programs.

MTC plans to take the proposal for Proposition 1B Regional Transit funding to various working groups, advisory committees, and the Bay Area Partnership Board and incorporate any feedback into a recommendation for Commission action in May 2007.

Rich Hedges, member of the Elderly and Disabled Committee (EDAC), thanked the Committee for including EDAC in the discussion process of the item.

Commissioner Halsted was encouraged by the policy-based discussion and encouragement of participation.

Kate Breen, San Francisco Municipal Transportation Authority (SFMTA), stated that the San Francisco's Third Street Light Rail project is a critical transportation improvement that is connected to the goals highlighted by Lifeline and housing growth in the corridor, and SFMTA looks forward to working with MTC staff.

Henry Gardner, Executive Director of Association of Bay Area Governments (ABAG), stated that the Lifeline funding is important and commended MTC staff for a job well done. ABAG, MTC, and the Air District are all involved in a smart growth strategy called Focusing Our Vision, and supports the focus of transit dollars to support the smart growth decisions.

Commissioner Rubin addressed the Caltrain right of way issue. As a representative of the mayor of San Francisco, he assured the Committee that San Francisco is interested in resolving the issue surrounding San Francisco's portion on the Right of Way.

Maria Ayerdi, Executive Director of the Transbay Joint Powers Authority (TJPA), requested that the Transbay Terminal be considered for funding within the Proposition 1B Transit program.

Commissioner Lempert also hoped that the Transbay Terminal in San Francisco will get consideration for funding as well as Dumbarton rail. Commissioner Ammiano seconded this request in regards to the Transbay Terminal.

Jerry Grace, Oakland resident, asked about the start date for the Warm Spring extension. Commissioner Haggerty stated that the start date was around 2012.

Commissioner Bates expressed concern about the Warm Springs project and believes that before expansions are built, existing operations should be strengthened. Commissioner Bates also stated a general concern related to climate change. He asked that cost effectiveness as well as emission reductions be part of staff's considerations.

Commissioner Lempert thanked staff for their effort to respond to environmental justice concern with a focus on Lifeline investments, and would like staff to ensure that the money assigned would go to benefit the riders, to monitor the money and make sure it meets its goals.

Elizabeth Richards, Solano Transportation Authority (STA), emphasized the need for more dependable revenue for small operators rather than more competitive programs. In addition, she looks forward to participating in the Bay Area Partnership Board on this topic and encourages discussion with Congestion Management Agencies (CMAs).

Commissioner Dodd stated that he believes there are opportunities particularly for the small operators to do more in the area of efficiency and would like staff to consider incentives for efficiency in those particular areas.

Commissioner Kinsey supports the social equity commitment and wants performance-based investments. He stated that Lifeline as an ADA compliance challenge should be factored into the program.

Commissioner Haggerty stated that it is important to continue to keep an eye on Resolution 3434 projects and not add new projects that are not in Resolution 3434.

Bob McCleary, Executive Director of Contra Costa Transportation Authority (CCTA), emphasized the need for MTC to involve all stakeholders at the beginning of the process. Mr. McCleary expressed concern about merging operating and bond funds because how the bonds benefit individual counties is obscured by the proposal. The population share should be a frame of reference for the Commission's decision.

Rick Ramacier, General Manager of the County Connection, thanks MTC staff for attempting to address some of the concerns that small operators have. Mr. Ramacier also expressed appreciation for the proposed timeline, which includes having the item presented to the Bay Area Partnership Board and receiving their input.

Commissioner Kinsey asked Mr. Ramacier how County Connection plans on meeting the one to one match for the capital program. Mr. Ramacier stated that his staff is still sorting through the issue, but emphasized that it is why time for deliberations and discussion is critical.

Steve Heminger, Executive Director of MTC, noted that in regards to population share, for the recently adopted CMIA program MTC did not rely on a formula, but instead followed a policy focus of congestion relief. This approach was successful and 70% of CMIA funds were captured for the Bay Area from the North share. Of this, 30% was captured in the four North Bay counties, which is nearly double their population share. MTC receives a lot of money that comes to the region by population formula, but MTC does not allocate all of it solely on that basis. Instead it is allocated according to a basis that most of the Commission determines as fair. For the transit money, the Commission should focus on ridership as the goal of the program.

Mr. Heminger further noted that nearly 90% of the Bay Area ridership is on four systems, and only 10% of ridership is carried on the remaining 22 transit operators. The remaining operators are spread all throughout the Bay Area. Both population and ridership need to be considered. Mr. Heminger

stated that Lifeline and ridership expanding opportunities in both large and small systems are important for those riders who depend on the transit system.

Commissioner Worth thanked MTC and public speakers for their input and stated that the suburban communities have taken a lot of the population increases because that is where affordable housing is. Commissioner Worth asked if preliminary housing numbers would be available by the time final decisions need to be made. Mr. Corless said it would be ready by then.

Commissioner Haggerty added that the item would be brought back in May for final approval.

### **Regional Programming**

The committee voted unanimously to refer the following resolutions to the full Commission for adoption.

- **Regional Measure 2 (RM2) Proposed Capital and Operating Allocations. MTC Resolution Nos. 3739, Revised and 3770, Revised.**

Kenneth Kao, MTC, presented the requests for three allocations of RM2 funds. The first two allocations were for Solano County's I-80 HOV lanes near the I-80/680 interchange, and the Solano Transportation Authority is requesting \$4.5 million in final design and \$2 million for the advance construction of the Green Valley bridge. The project received environmental clearance on February 28<sup>th</sup>.

The third allocation was for the Golden Gate Bridge Highway and Transportation District's (GGBH&TD) Express Bus service on the Richmond/San Rafael Bridge. The district is requesting \$2.1 million of RM2 funds for operating assistance.

- **2006 Regional Transportation Improvement Program (RTIP) Augmentation Program of Projects Adoption. MTC Resolution No. 3800.**

Mr. Kao presented the adoption of MTC's 2006 RTIP Augmentation. Staff has not received any comments on the draft list and the public comment period closes on March 16th. The current RTIP Augmentation proposal has a few changes since the draft list. The changes include a reduction in Alameda County projects, an increase of Napa's programming to Jamison Canyon widening, and new transportation enhancement programming in San Francisco and Santa Clara County. The new list proposes a total of \$338 million in new RTIP programming. In discussion with the California Transportation Commission (CTC), MTC staff believes that priority will be given to projects in the recently adopted CMIA program and it is likely that some projects that are not a CMIA project will not be recommended for funding by CTC. MTC Staff will work closely with the CMAs and CTC staff to resolve any issues when the CTC staff releases their recommendation on May 17<sup>th</sup>.

Mr. Kao concluded that the GGBH&TD sent a letter to the Executive Directors of the San Francisco County Transportation Authority (SFCTA) and the Transportation Authority of Marin (TAM)

consenting that neither county released a formal call for projects as required by MTC. Based on MTC staff investigation, staff will send a letter to TAM reminding them of the requirement for the call for projects. In addition, staff has determined that San Francisco has met their call for project requirement.

### **California Transportation Commission (CTC) Report**

Alix Bockelman, MTC, reported that last week in Irvine at the CTC meeting the Bay Area was able to secure \$1.3 billion of the Corridor Mobility Improvement Accounts (CMIA) funds for many projects in the region, to relieve congestion. In addition, \$400 million was secured in SHOPP funds to address the Doyle Drive project.

Ms. Bockelman also reported that two of the CTC commissioners – the newly appointed Chair, Jim Ghielmetti and the new CTC Commissioner Carl Guardino – will be attending the March 28<sup>th</sup> MTC Commission meeting.

Commissioner Haggerty thanked Ms. Bockelman, Randy Rentschler, and their staff for a phenomenal job on CMIA. Ms. Bockelman stated that it was a team effort by MTC staff such as Albert Yee, Ross Mckeown, and Kenneth Folan.